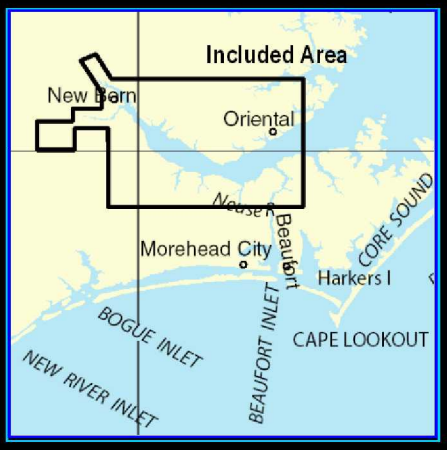
BookletChart™

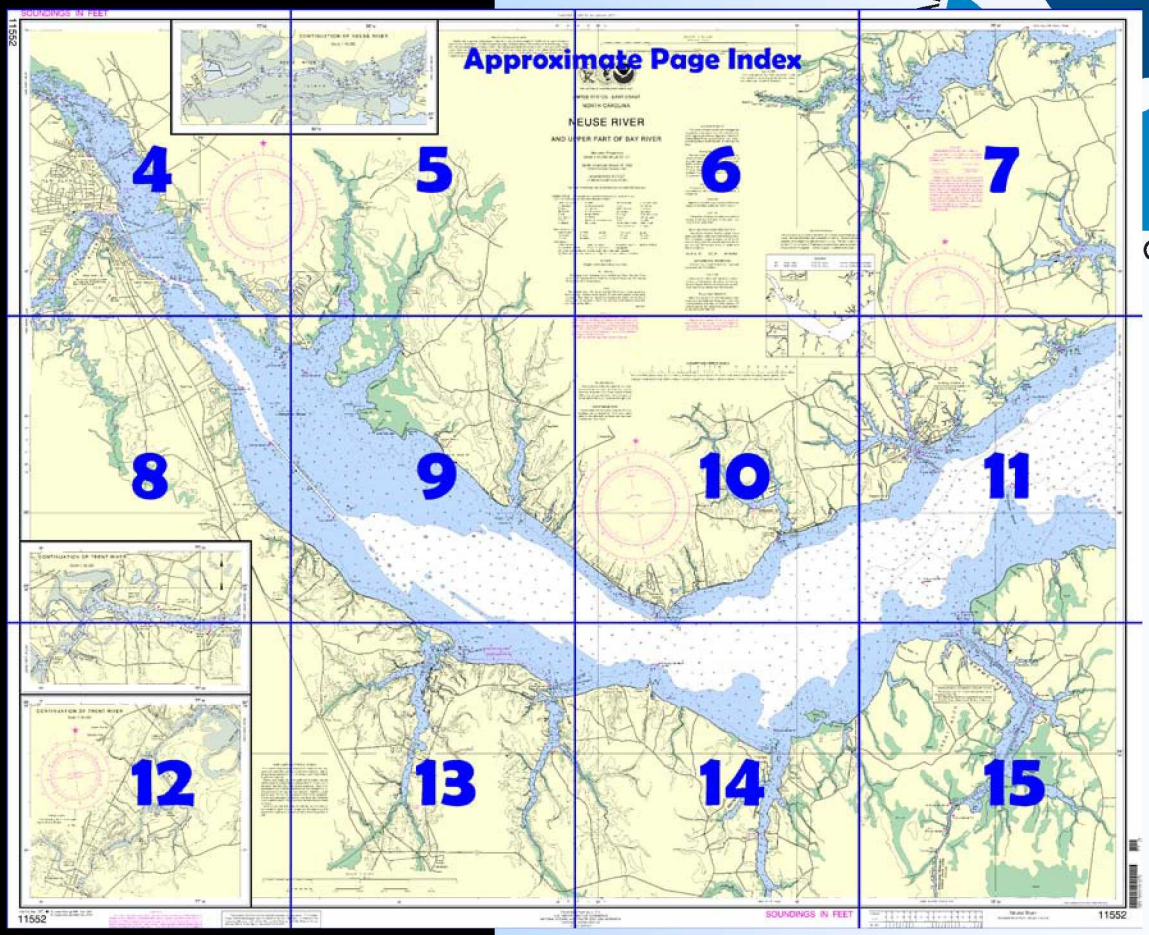
Neuse River and Upper Part of Bay River

(NOAA Chart 11552)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

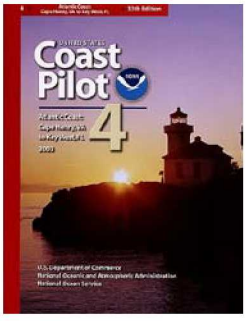
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 4 excerpts]

(236) **Bay River**. The channel to Trent Creek is marked by lights and daybeacons and had depths of 9 feet. Above this point, a channel leads to Bayboro. The depth was 10 feet. The channel is marked by daybeacons to Stonewall.

(241) **Bayboro** has docks on the east side of the creek to Mill Pond. Depths of 7 feet were alongside. Gasoline, ice, and supplies are obtainable. Navigation above Bayboro is restricted by bridges.

(242) **Neuse River** is reduced to a navigable width of 2 miles by shoals. The river has depths of 13 feet for 25 miles above its mouth.

(243) Above this point, Neuse River has been improved by dredging. The depths were 8½ feet to the junction with the channel along New Bern's waterfront, thence 8 feet along the east side of the city to the railroad bridge, thence 10 feet to 1.3 miles above the railroad bridge, thence 4 feet for 23 miles above the city.

(245) **Whortonsville**. Berthage, electricity, water, marine supplies and a launching ramp are available at the pier that has a depth of 5 feet alongside.

(248) **Garbacon Shoal** extends halfway across Neuse River from the southern shore 10 miles above the mouth, leaving a clear width of 0.8 mile between the 12-foot contours. The outer end of the shoal is marked by a light.

(249) **Whittaker Creek** is marked by lights and daybeacons. The entrance channel had a depth of 7 feet. Small-craft facilities are in the creek.

(251) A channel, marked by lights and daybeacons, leads from Neuse River to a basin at **Oriental**. The midchannel depth was 8½ feet with 8½ feet in the basin. Shoaling to 3 feet was northeast of Windmill Point. The harbor provides excellent anchorage for small craft.

(252) A marina with a depth of 6 feet alongside is on the east side of the basin. Berths, electricity, gasoline, diesel fuel, water, ice, and marine supplies are available.

(253) Good anchorage was in **Greens Creek** for vessels drawing less than 4 feet.

(255) **Clubfoot Creek**. The approach is marked by a daybeacon and the entrance by a light and daybeacons. The channel south of the light is narrow with shoals rising abruptly on both sides. Depths in the channel were 4.5 feet for 3 miles above the light. A marina on the west shore has berths, electricity, gasoline, diesel fuel, pump-out station, water, and ice.

(256) **Dawson Creek** is entered through a channel marked by daybeacons. The depth was 5 feet. A bridge with a clearance of 11 feet crosses the creek at **Janeiro.**

(258) **Hancock Creek T**he depths were 7 feet through the narrow entrance channel to the Marine Corps basin inside, thence 12 feet in the basin. Lights and daybeacons mark the channel. A launching ramp and pier are on the east side of the creek 1.5 miles above the mouth.

(261) **Slocum Creek** had a depth of 4 feet for 4 miles to the forks, and up the East Prong to a foot bridge which obstructs passage. A light and daybeacons mark critical parts at the entrance. A bridge with a vertical clearance of 3 feet crosses 3 miles above the entrance.

(262) **Beard Creek**. The creek is marked by a daybeacon. The depth to the highway bridge was 4 feet. The bridge has a clearance of 4 feet. Good anchorage may be found off the eastern side of the entrance.

(263) **Goose Creek** had depths of 4.4 feet or more to **Wood Landing**. **Upper Broad Creek** had depths of 5 feet or more to **Lees Landing**. The entrance is marked by daybeacons.

(264) **Fairfield Harbour** is a resort and residential community on **Northwest Creek**. The entrance to Northwest Creek is marked by a light; depths of 4 feet can be carried. A marina is on the east side. Depths of 6 feet were alongside the piers; berths, electricity, gasoline, diesel fuel, water, ice, pump-out station and launching ramp are available.

(265) **New Bern.** A county hospital is here, and there are restaurants and motels. Gasoline, diesel fuel, pump-out station, berthing with electricity, water, ice, marine supplies, and provisions are available.

(267) Vessels proceeding to New Bern are advised to stay in the channel because of fish traps scattered throughout the unmarked areas.

(272) A marina on the south side of Trent River southwest of the railroad bridge has piers with depths of 9 feet alongside. Berths, electricity, gasoline, diesel fuel, water, and dry storage are available.

(274) Route 17 bridge at New Bern has a clearance of 7 feet. The Railway bridge, 0.9 mile above the highway bridge, has a clearance of 2 feet at low water. The northeast draw of the bridge was reported closed to navigation.

(276) **Trent River**. A channel leads from Neuse River along the waterfront on the south side of New Bern. The depth was 7 feet at midchannel in the dredged section, thence 2 feet to Pollocksville, thence 3½ feet to Trenton. The channel above New Bern is marked by lights and daybeacons for a distance of 6.5 miles.

Table of Selected Chart Notes

Corrected through NM Mar. 3/07
Corrected through LNM Feb. 27/07

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Numerous fish traps and stakes have been reported in the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.577" northward and 1.205" eastward to agree with this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Cape Lookout Power Squadron, District 27, United States Power Squadrons for continually providing essential information for revising this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

Mercator Projection
Scale 1:40,000 at Lat 35° 01'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

INTRACOASTAL WATERWAY (CHART 11541)

The project depth is 12 feet from Norfolk, VA, to Morehead City, NC.

The cotrolling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TIDES
The periodic tides in the Neuse and Bay Rivers have a mean range less than one foot. Easterly winds cause high water and westerly winds cause low water. The maximum rise above normal or fall below normal due to heavy gales amounts to 2 feet at the entrance to the Neuse River and 3 or 4 feet at New Bern.

Jan 2007

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

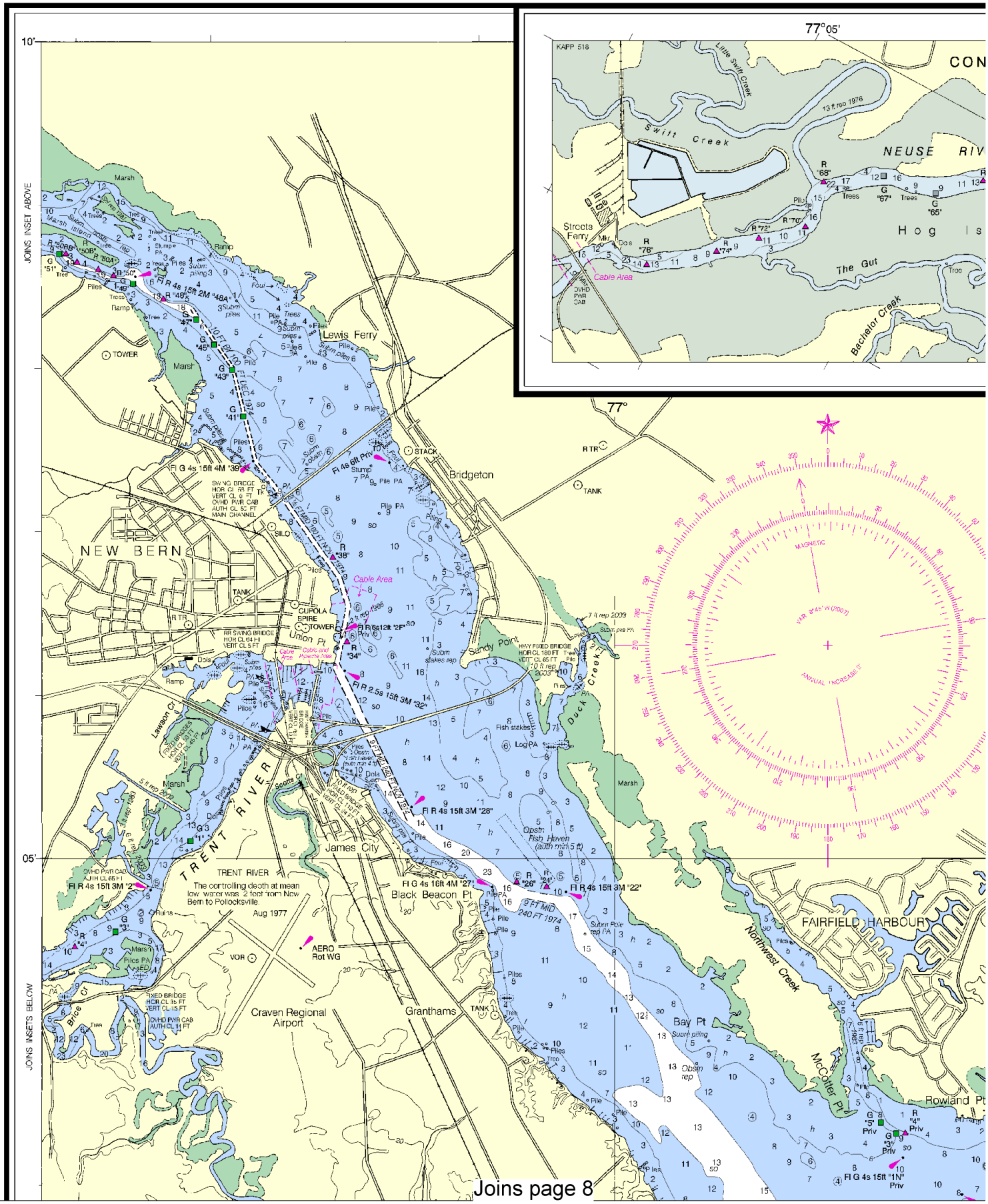
Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FEET

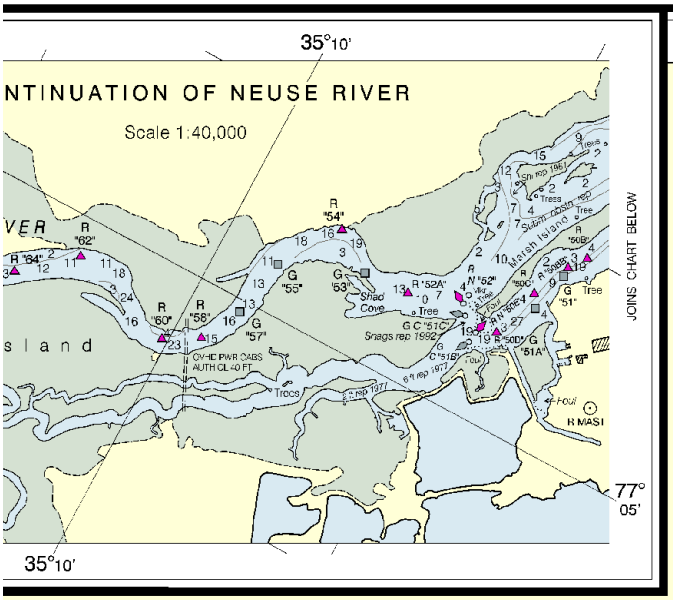


Joins page 8

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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C can	M nautical mile
DIA diaphone	m minutes
F fixed	MICRO TR microwave towe
Fl flashing	Mkr marker

Bottom characteristics:

Blds boulders	Co coral	gy gray
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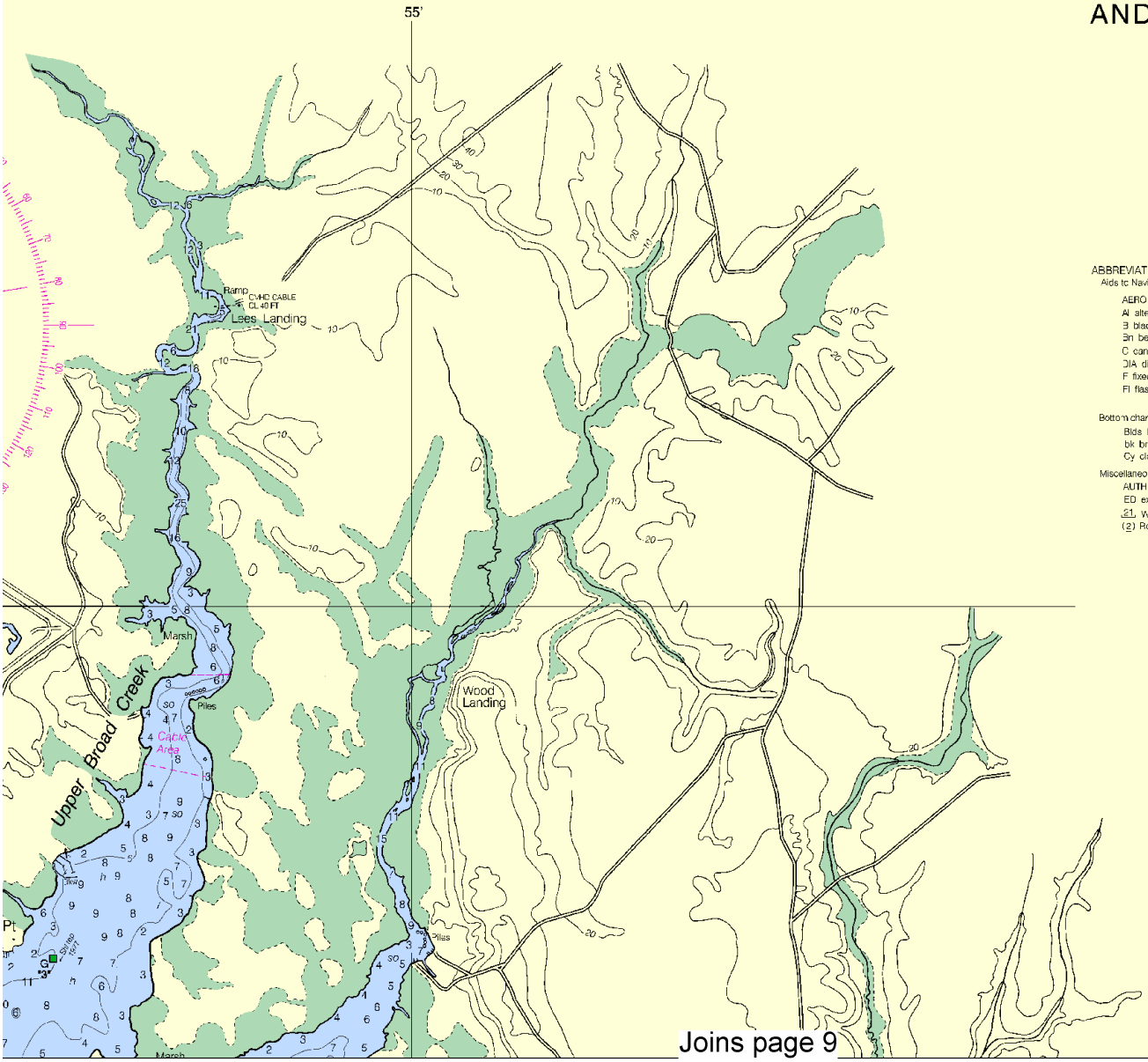
Joins page 6



Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 538, 1st Ed. Feb. 1915 G-1955-893 KAPP 515

51' 45' 30' 15' 50' 50'

45'

AA for Notices to Mariners
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rts. Ask your chart agent
p://NauticalCharts.gov,
//OceanGrafix.com, or

SCALE 1:40,000
Nautical Miles
1 0 1 2 3
Yards
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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NORTH CAROLINA

NEUSE RIVER

AND UPPER PART OF BAY RIVER

Mercator Projection
Scale 1:40,000 at Lat 35° 01'

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SOUNDINGS IN FEET
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Joins page 5

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Jan 2007

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

ACKNOWLEDGMENT

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AIDS TO NAVIGATION

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CAUTION

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CAUTION

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NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Bern, NC KEC-84 162.40 MHz

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Numerous fish traps and stakes have been reported in the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

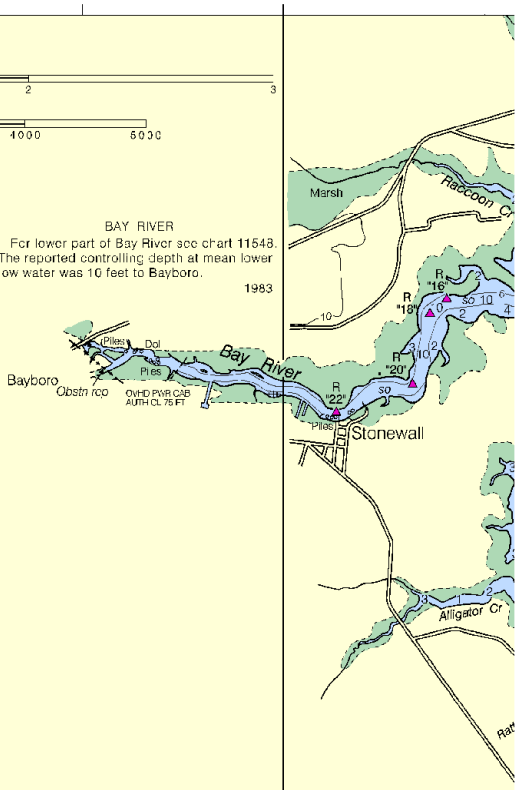
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

BAY RIVER

For lower part of Bay River see chart 11548. The reported controlling depth at mean lower low water was 10 feet to Bayboro.

1983



SOURCE DIAGRAM

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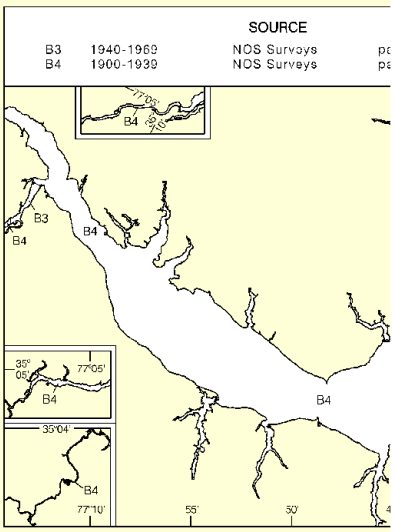

LOGARITHMIC SPEED SCALE
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Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
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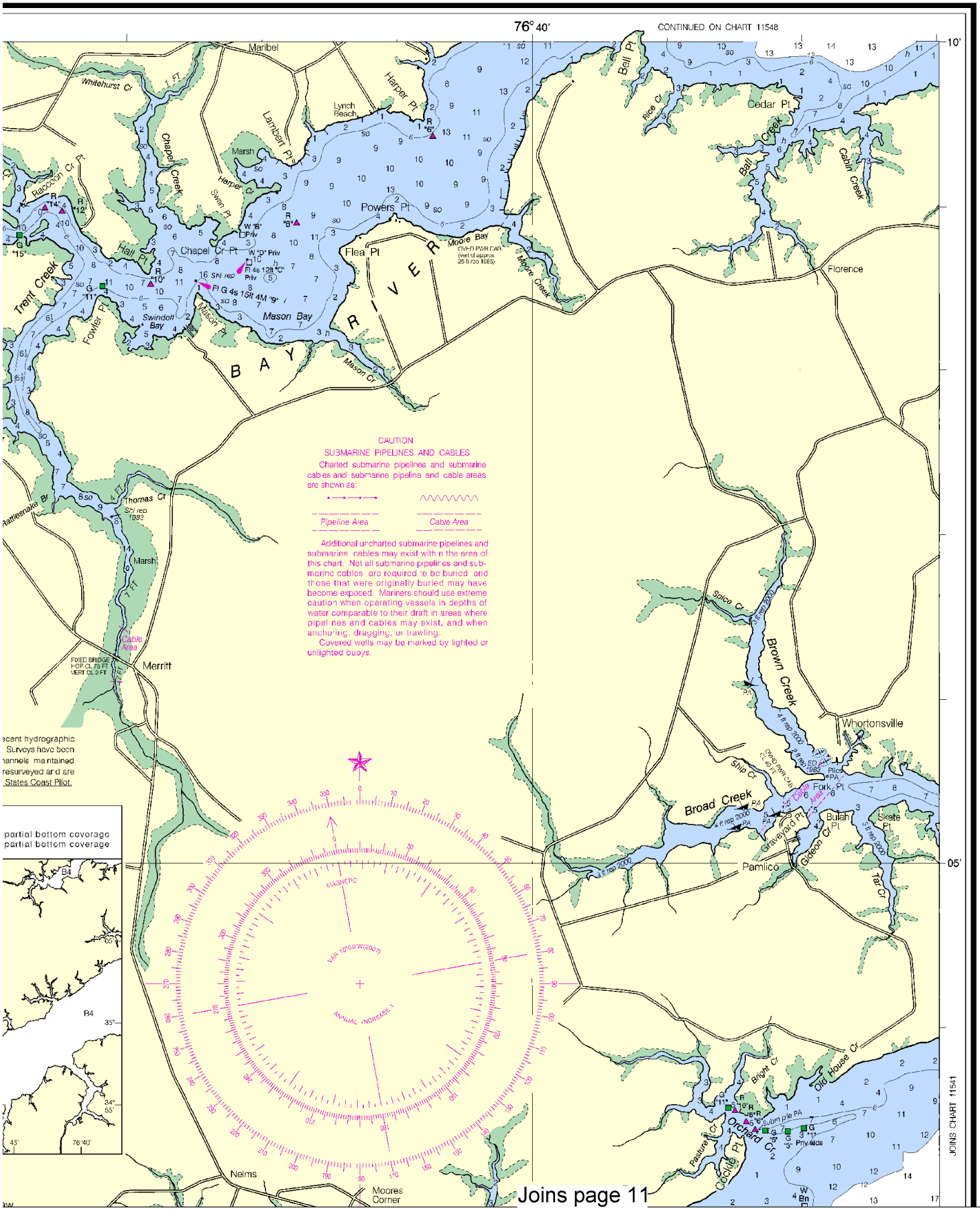
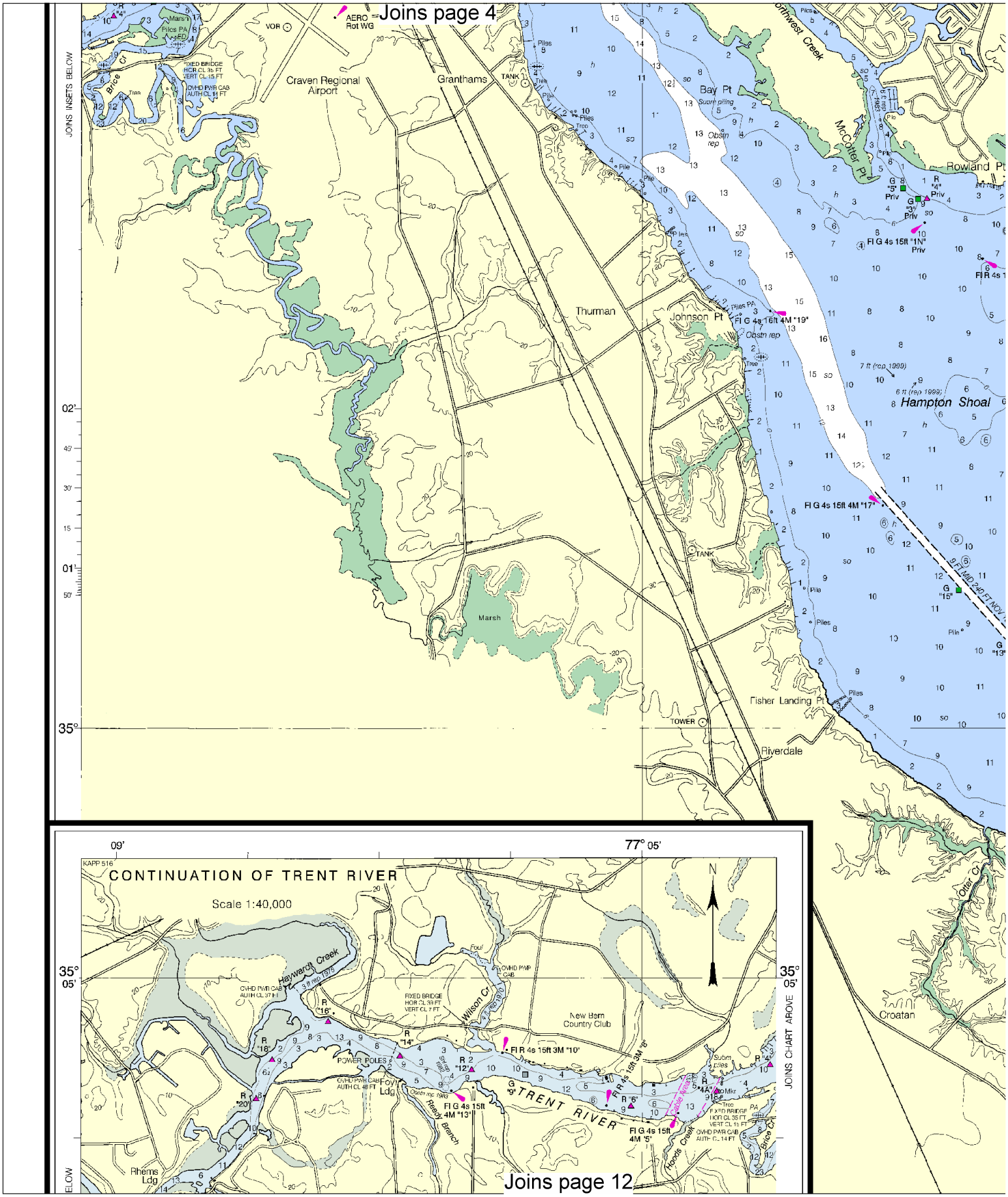


Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
NGA Weekly Notice to Mariners: 1010 3/6/2010,
Canadian Coast Guard Notice to Mariners: n/a .



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Nautical Miles

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Yards

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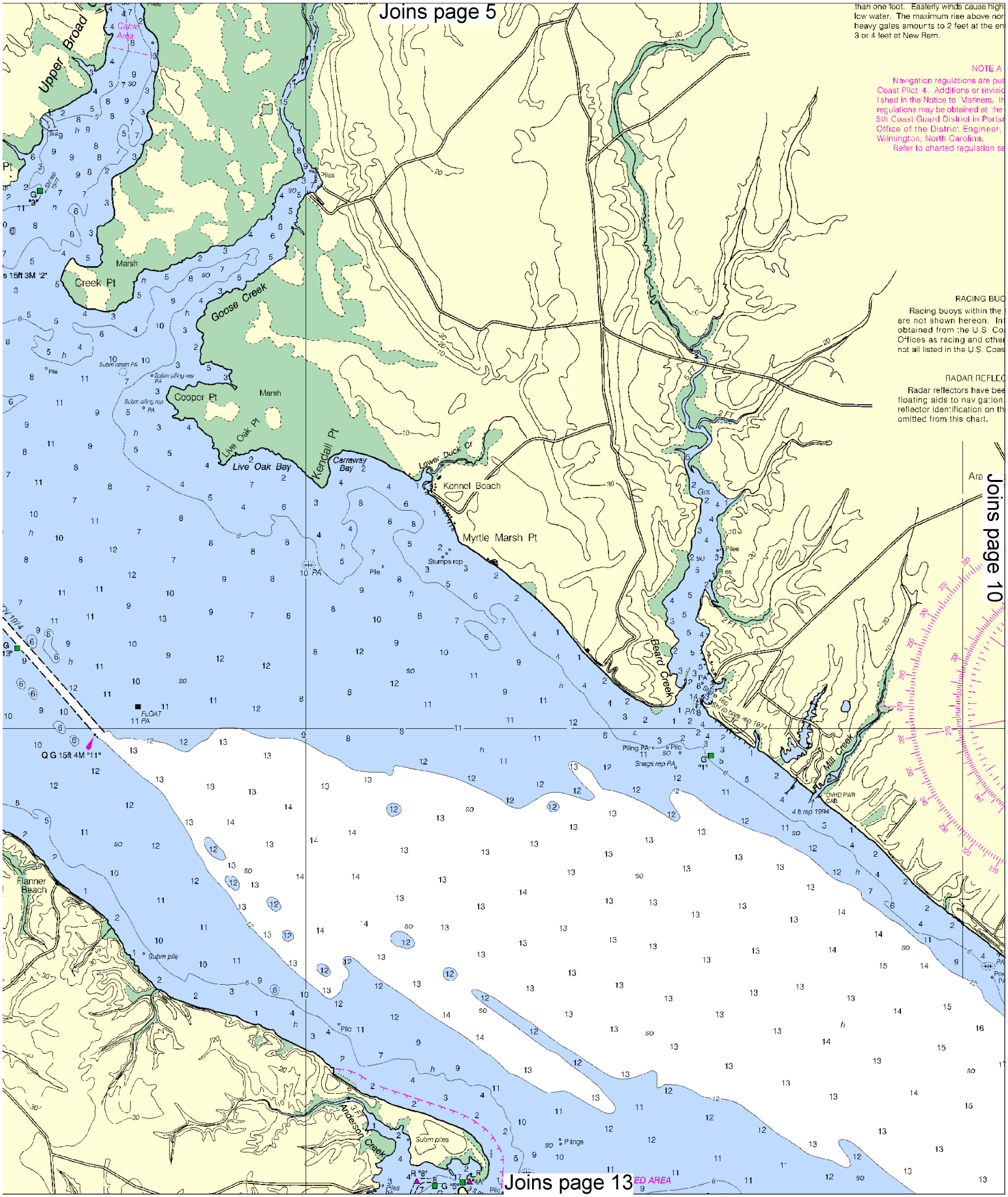
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Refer to charted regulation se
RACING BUO
Racing buoys within the
are not shown hereon. In
obtained from the U.S. Co
Offices as racing and other
not all listed in the U.S. Coas
RADAR REFLEC
Radar reflectors have bee
floating aids to nav gation
reflector identification on th
omitted from this chart.
Upper Broad
Cable Area
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Creek Pt
Goose Creek
Cooper Pt
Marsh
Live Oak Pt
Live Oak Bay
Kendall Pt
Carraway Bay
Lower Duck Cr
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Joins page 10
Joins page 13

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Refer to charted regulation section numbers.

Joins page 6

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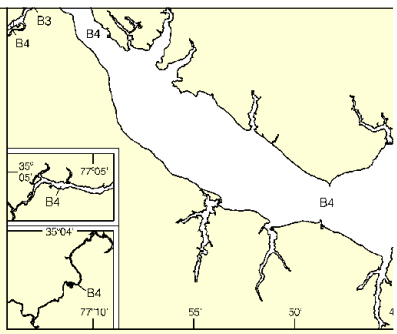


LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Joins page 9

Kershaw

Arapahoe

MAGNETIC

VAR. 8°55'W (2017)

ANNUAL INCREASE 5'

Mill Creek

OVHD PWR CAB

4 ft rep 1994

Subm piles

Subm piles

Subm piles

Takkin Creek

Cable Area

Dawson Cr

Daniels Pt

Ramp

Sht rep 1984

Janeiro

FIXED BRIDGE
HOR CL 28 FT
VERT CL 13 FT

Sht to bare rep 1981

W Bn

Sh rep 1983

R "2"

Gaskin Creek

Pierson Pt

TANK

Minnesott Beach

Post rep PA

Q G 14ft "1"

Priv

R "2"

Priv

Pilings

Ferry

Pile

G "3"

R "4"

Wilkinson Pt

Pile PA

Subm piles

Subm piles

Fl R 2.5s 15ft 3M "2"

Sht to bare rep 1981

Shoaling rep 1970

R "8"

Joins page 14

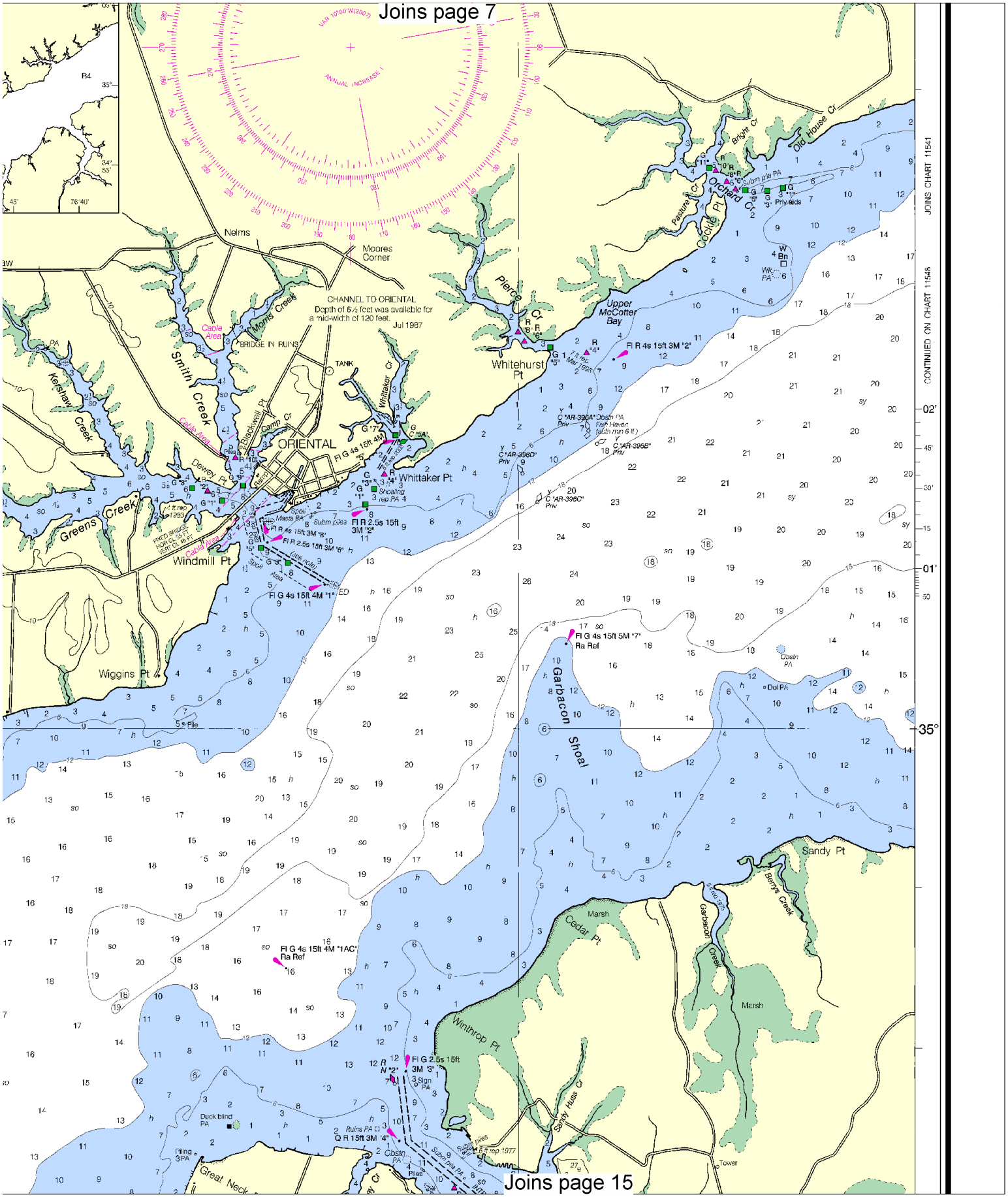
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

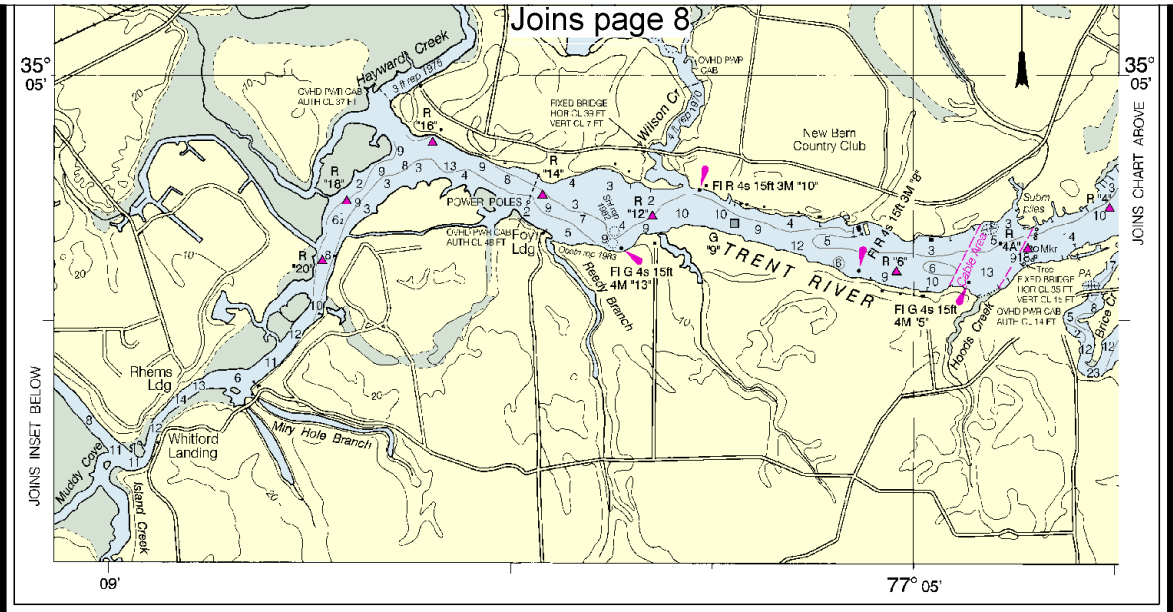
Nautical Miles

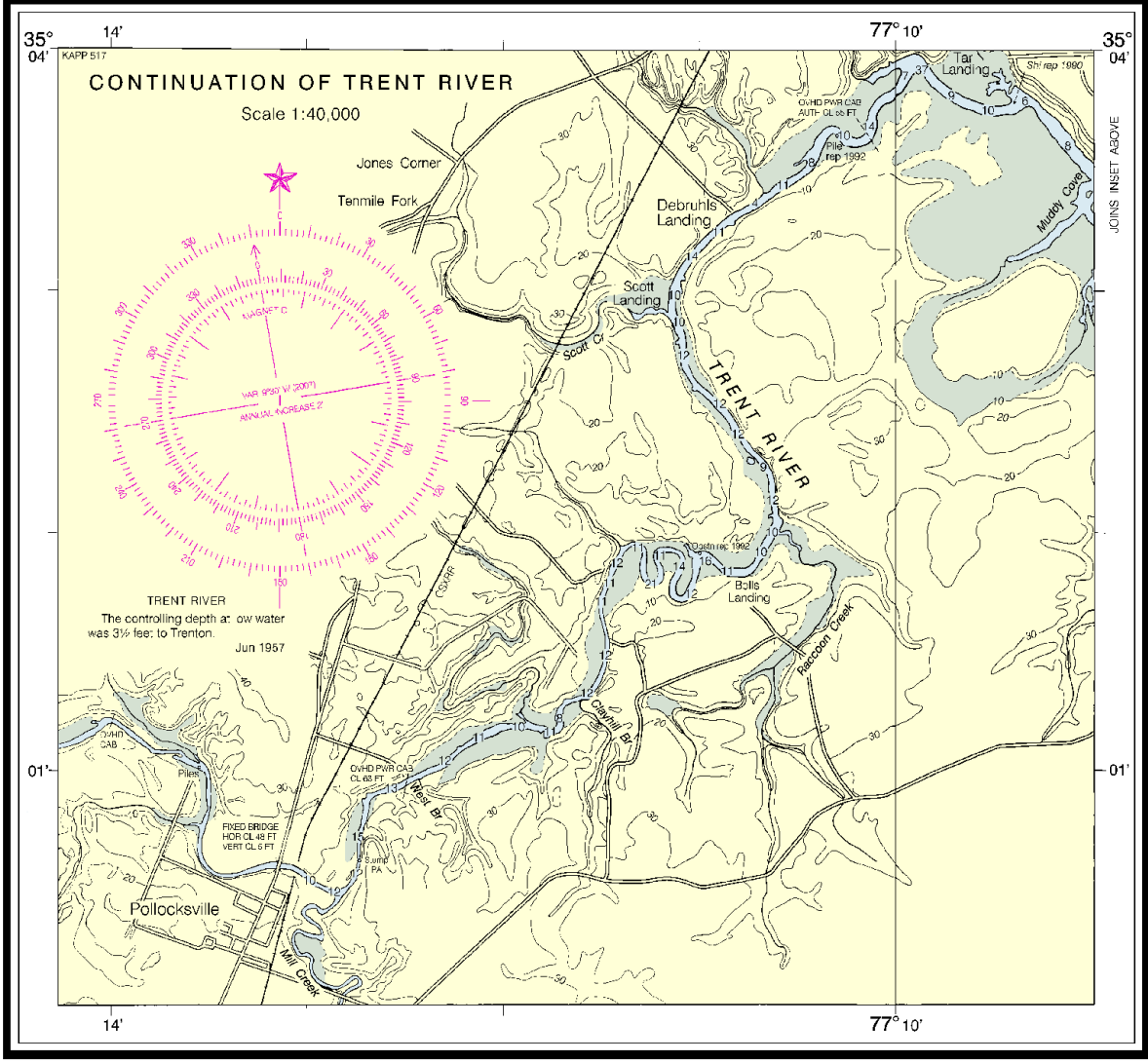
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 7
Nelms
Moores Corner
CHANNEL TO ORIENTAL
Depth of 6½ feet was available for a mid-width of 120 feet.
Jul 1987
BRIDGE IN RUINS
TANK
Cable Area
Morris Creek
Smith Creek
Keshaw Creek
Greens Creek
Blackwell Pt
Camp Cr
ORIENTAL
Whittaker Cr
Whittaker Pt
Dewey Pt
Windmill Pt
Wiggins Pt
Pierce Cr
Whitehurst Pt
Upper McCotter Bay
Old House Cr
Bright Cr
Orchard Cr
Pasture Cr
Cockle Pt
Garbacon Shoal
Sandy Pt
Cedar Pt
Marsh
Berrys Creek
Garbacon Creek
Winthrop Pt
Sandy Huss Cr
Great Neck
Duck blind
Tower
Fl R 4s 15ft 3M "2"
Fl G 4s 15ft 4M
Fl R 2.5s 15ft 3M "2"
Fl R 4s 15ft 3M "8"
Fl R 2.5s 15ft 3M "6"
Fl G 4s 15ft 4M "1"
Fl G 4s 15ft 5M "7"
Ra Ref
Fl G 4s 15ft 4M "1AC"
Fl G 2.5s 15ft 3M "3"
Q R 15ft 3M "4"
JOINS CHART 11541
CONTINUED ON CHART 11548
Joins page 15





20th Ed., Mar. / 07 ■ Corrected through NM Mar. 3/07
Corrected through LNM Feb. 27/07

11552

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

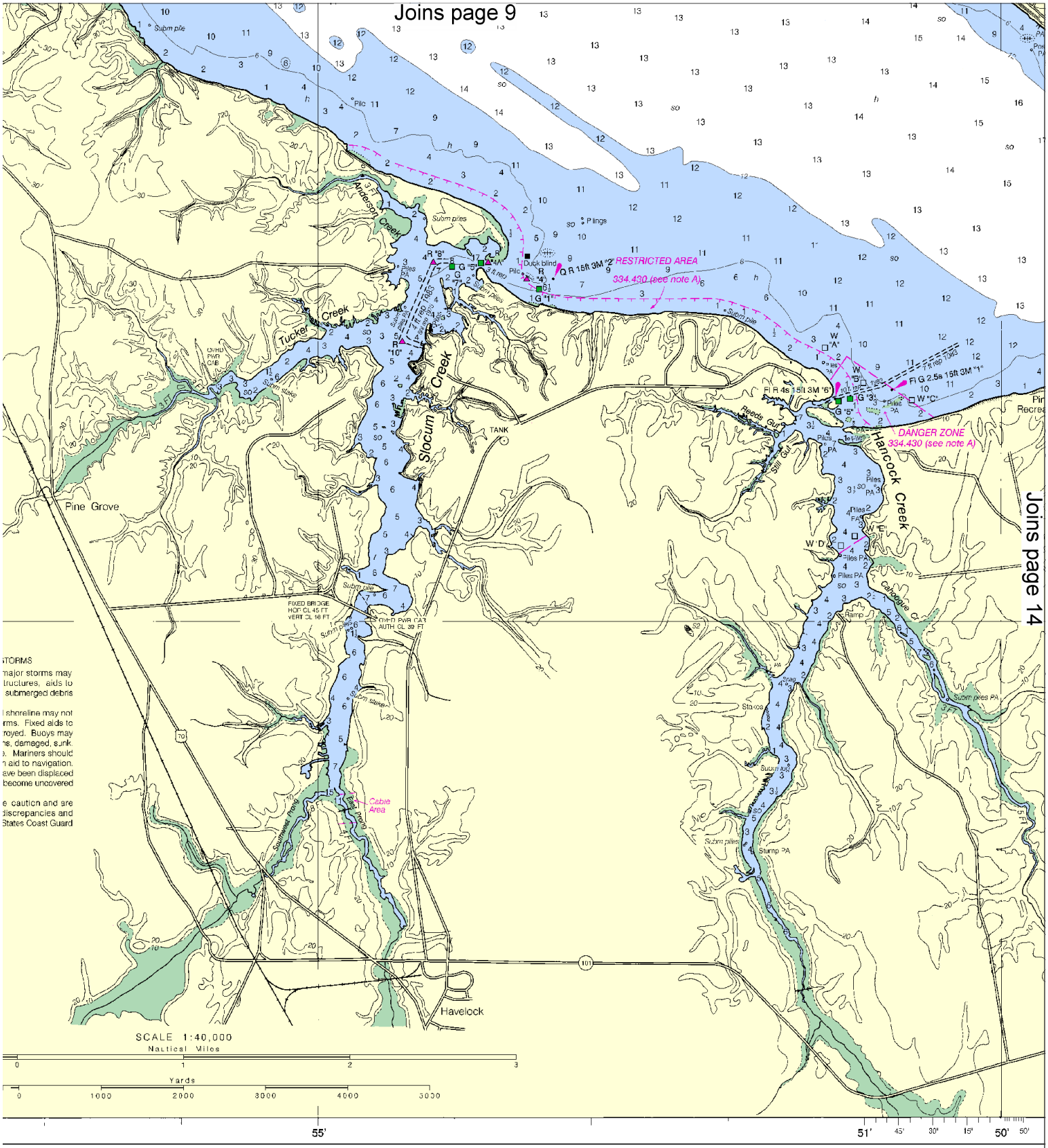
This nautical chart has been designed to promote safe navigation. The N
Ocean Service encourages users to submit corrections, additions, or comme
improving this chart to the Chief, Marine Chart Divis on (N/CS2), National
Service, NOAA, Silver Spring, Maryland 20910-3282.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



STORMS
major storms may
tructures, aids to
submerged debris

shoreline may not
rms. Fixed aids to
royed. Buoys may
s, damaged, sunk.
. Mariners should
aid to navigation.
ave been displaced
become uncovered

e caution and are
discrepancies and
States Coast Guard

e National
ments for
al Ocean

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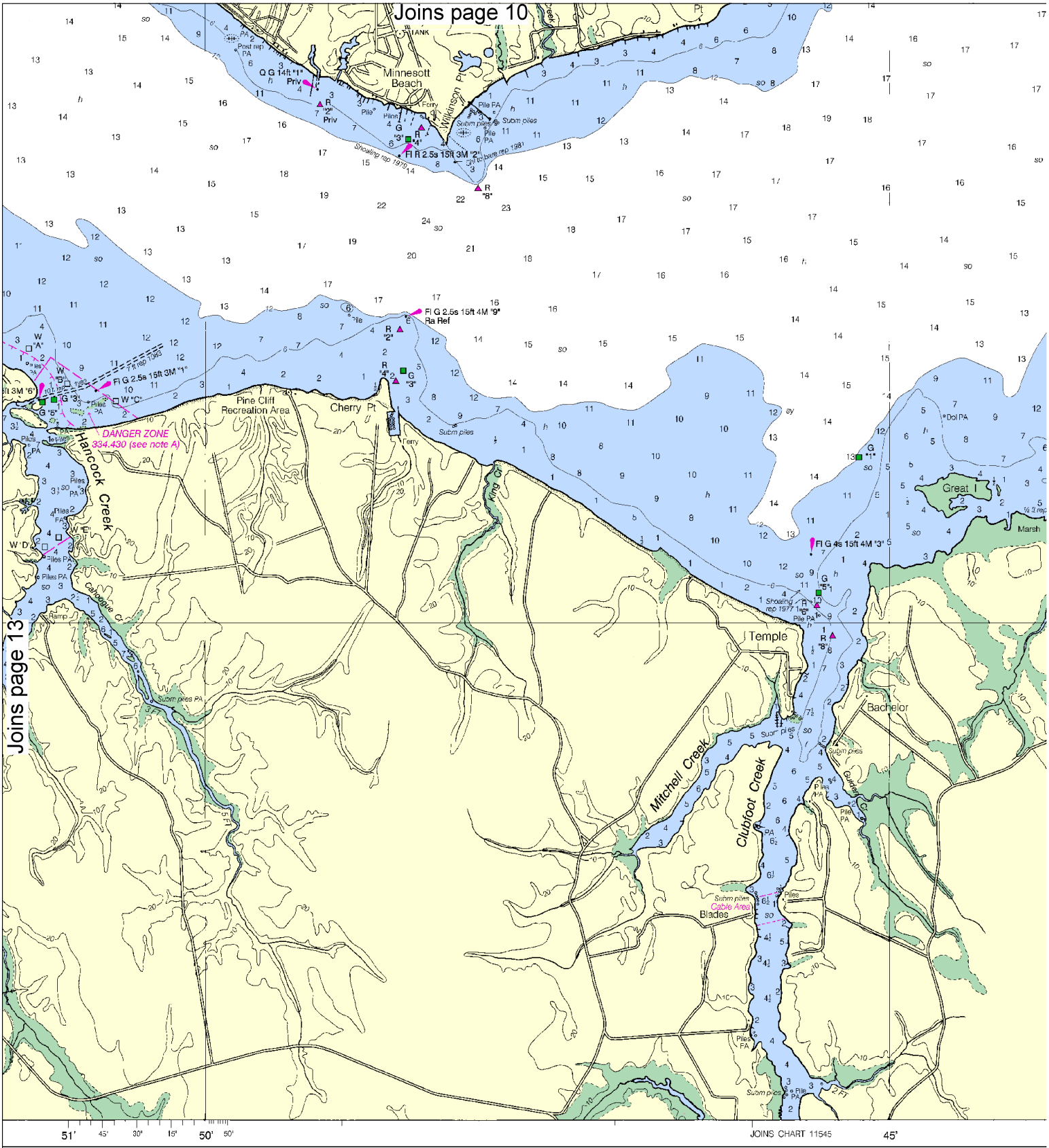
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINIST
NATIONAL OCEAN SERVICE
COAST SURVEY



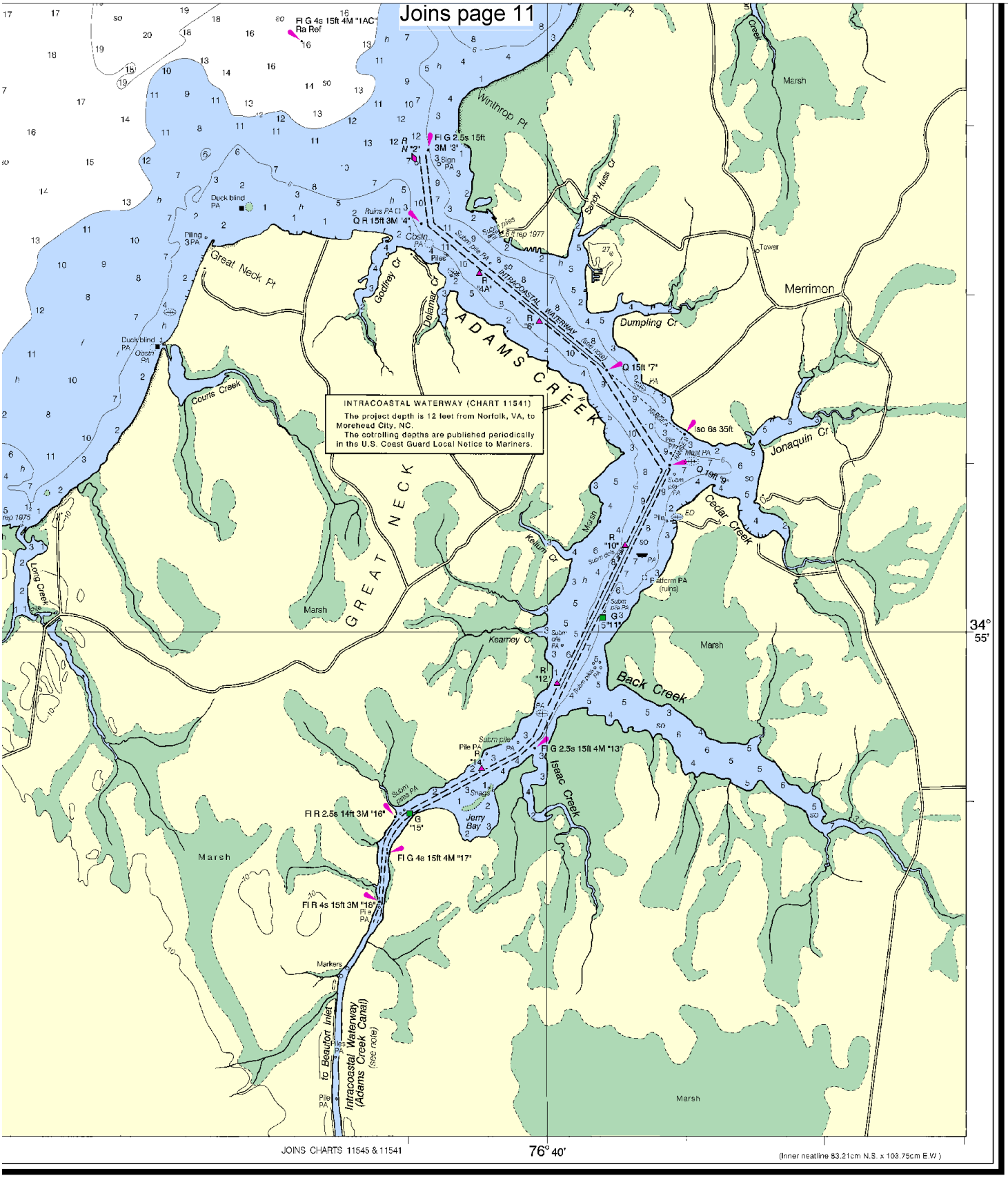
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FE

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000



JOINS CHARTS 11545 & 11541

(Inner neatline 83.21cm N.S. x 103.75cm E.W.)

EET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Neuse River

SOUNDINGS IN FEET - SCALE 1:40,000

11552

ED NO 20

NSN 7642014010278

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Hobucken – 919-745-3132
Coast Guard Hatteras Inlet – 919-986-2175/76
Coast Guard Ocracoke – 919-928-3711/4731
NC Wildlife Resources Commission – 800-662-7137

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.